

# The Times-Dispatch

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FRIDAY, JUNE 24, 1910.

## A BIG MAN ON A BAD PLATFORM.

The unanimous nomination of Judson Harmon for Governor of Ohio on the Democratic ticket means victory. His administration of that office during his present term has drawn all honest men unto him. As the resolution adopted by the Convention looking to his promotion to larger political activities recites, "he believes that guilt is personal"; and "a high sense of duty provides his only motive for official action, and his sense of justice alone compels judgment." The resolution further declares that "the nation needs a real man, and the Ohio Democracy presents and endorses for the Presidency in 1912 Judson Harmon." The nation does indeed need a real man, and Mr. Harmon answers to the description. We agree with him in his protest, however, that as the present contest in Ohio should be confined to State issues it was a tactical mistake for the Committee on Resolutions to inject National issues into this campaign. Overloading a State fight with National issues is never good politics. If Mr. Harmon shall be re-elected Governor of Ohio in November, it is as certain as anything can be that he will be the most available candidate for the Democratic nomination for President.

There was at least one feature of the Democratic Convention at Dayton which is worth noting. On the proposition to endorse a candidate for United States Senator—a proposition suggested by the Hon. William Jennings Bryan—the Convention voted in the negative, the vote standing 1,099 against 254. That action on the part of the Convention might be regarded as "significant," as the saying goes, but for the fact that in the platform adopted by the Convention some of the most undemocratic of Mr. Bryan's other propositions were accepted.

There is no question of Mr. Harmon's ability, integrity and courage, but it looks to us as if he must win in his present contest by virtue of his own personal strength rather than by the declarations of the shabby platform upon which he was placed. As to the purely local issues of the campaign in Ohio, we know little, but upon the larger issues we hold some very definite views. There are at least four worm-eaten planks in the Ohio Democratic platform, as follows:

1. The ratification of the income tax amendment to the Federal Constitution.
2. The election of United States Senators by direct vote of the people.
3. The principle of initiative and referendum.
4. The immediate enactment of the dollar-a-day pension bill introduced in both the Sixtieth and Sixty-first Congresses.

We are sorry that Mr. Harmon was placed on such a platform as that, and he must win in his own strength against these handicaps.

Several days ago Speaker Cannon exposed the outrageous character of the dollar-a-day pension bill when he said that its enactment would result in increasing the drain upon the public treasury to the extent of \$100,000,000 annually. Probably this plank was devised by the platform-makers for the purpose of catching "the old soldier vote," and if such is its purpose it is peanut politics of the most vicious character. The people of the United States are now paying on account of pensions the sum of \$150,000,000 a year. The passage of the bill, to which the Ohio Democracy has given its approval, would make the pension burden of this country a quarter of a billion dollars annually.

We believe that Mr. Harmon is the strongest Democratic force in public life to-day. His administration of the affairs of Ohio has compelled the earnest support of thousands of honest people in that State heretofore affiliated with the Republican party. We believe if he shall be re-elected Governor of Ohio, nothing can prevent his nomination as the Democratic candidate for President; but the Democratic party cannot hope to win, and will not deserve to win, in the national election by the adoption of populist and extra-Democratic policies with the hope of catching the people.

## "MARSE HENRY" ATTENDS A DINNER.

What we should like to know is why Henry Watterson was at that dinner in New York on Wednesday night. Doubtless the "grab" was very good; but the company, "Marse Henry," the company! Have you forgotten the admonition, "be ye not equally yoked together with unbelievers"? "What communion hath light with darkness?" "Marse Henry" will, of course, recollect the question asked by Eliphaz the Temanite, not Tillamant. "Should a wise man fill his insides with the east wind?" He will also remember the warning that "evil communications corrupt good manners." "Marse

Henry," believe us, when we tell you not in anger but in sorrow, "better is a dinner of herbs where love is, than a stalled ox and hatred therewith." Just the same, "Marse Henry," we would like to know what "you uns" talked about and how far you got.

## RATE REGULATION OUT OF COURT.

Railroad men are much encouraged by reports which came from Chicago yesterday. Representatives of the companies, which recently withdrew their new rates by agreement with Mr. Taft, have been in consultation with Western shippers and are nearing an agreement. The Chicago packers, who were loudest in their protests against the proposed rates, are listening to reason and have already admitted that some of the increases asked by the railroads are altogether just. Further differences will be adjusted to-day, and a compromise will be effected very shortly on all the contested tariffs. The railroads are hoping that other shippers will accede to the new compromise and their agents declare it not unlikely that all the shippers will agree to new rates during the next few days.

It is pointed out that this compromise will prevent great loss to the railroads and will remedy, in a measure at least, the evils which will otherwise result from the new railroad bill. The latter, it will be recollected, vests the Interstate Commerce Commission with power to suspend rates for ten months, pending an investigation of their justice. As we pointed out at the time, this would be enough to drive many railroads into bankruptcy, and is enough to condemn the railroad bill eternally. If it be enforced to the letter, if, however, shippers will agree not to protest against the compromise rates offered by the railroads, the Interstate Commerce Commission can investigate the rates very quickly, if, indeed, it will care to investigate them at all. The result will be the speedy enforcement of new rates, which will be just to all persons concerned.

In view of this solution of the problem, the question very naturally arises, why the increases were not made in the same way, by compromise, when they were first proposed. What was the use of menacing the value of all railroad securities, or conferences with the President, of suits in Missouri, or injunctions and mandamus and all the other artillery of the recent war on the railroads? Why could not the country have trusted the railroads then as now, and why could not the shippers have listened as willingly to compromise last month as they listened last Wednesday?

The answer very probably is that the people, for once, have been willing to see the other side of the question. They have had the truth forced upon them that what is sauce for the goose is sauce for the gander, and that if they increase the price of their products, they can but expect the railroads, who use these products, to do the same thing.

The incident at least carries its moral and points the way to a future solution of the rate problem. If there is such a thing as rate regulation out of court to-day, there should be such a thing to-morrow, and if a traffic agreement can be reached which will be effective in this instance, the same method should suffice to reach an agreement in other cases.

The whole problem of rate regulation is a baffling one, and none of the laws yet devised, either by Congress or by any of the States, does justice to railroad and shipper alike. In fact, judging from all previous experiments in this country, it seems almost safe to conclude that Government rate regulation is a failure. Compromise out of court and same agreement between the interested parties is about the only way to get justice. It is very seldom that a company will not compromise rather than trust to the merces of a trial court. When shippers realize this and settle their differences by common sense, rather than by injunctions, they may expect just rates and fair treatment.

## UNDER THE MOONLIGHT AND THE TREES.

It was a trifle warm in Richmond on Wednesday, but not a bit warmer than it ought to have been. The crops are growing. This is fine weather for harvesting our grain, and tobacco is fairly humping itself under the inspiration of the sun which "nowhere shines so bright as in Virginia." Of course, it was the least bit tepid Wednesday night; but persons who have ever lived lower down the coast—Richmond is on the coast, two sides of the coast, in fact, since James River became a part of the Ocean and Manchester was annexed—really felt that the night was rather chilly. A mean temperature of 78 degrees, with a minimum of 67 degrees, is not hot as we count hotness, and, particularly, as the highest humidity of the day was only 80.

It was reported yesterday that many persons sought relief in the parks, but they went there, manifestly, not on account of the weather, but because they wanted to get out of doors—out of doors in Richmond being so beautiful under the stars and the moonlight as to fairly baffle imagination. Then the population here is growing so fast that all the people cannot stay in the house at the same time. Besides, there are a great many streets in this town and nearly all of them have good ends and bad ends, little spots where humanity is somewhat crowded, and it is wholly natural that many persons should seek on every occasion, and without occasion, the parks, where under "revivifying and tranquillizing influences" they

can, whenever they feel so disposed, "mingle the amplifying magic of man with the riotous designs of the God of Nature."

As a matter of fact, it was not the heat at all, but the artistic spirit of our people which influenced some of their number to mingle themselves a little of the amplifying magic just to know how it feels. We have more parks than any other town in the South, and more beautiful parks and the population is growing so fast that we need more parks. "Man wants but little here below," and in Richmond he wants to get out of doors when the moon is full and the night is conjunct with the sun.

## THE FLIGHT TO THE FIGHT.

San Francisco has lost the fight and her saloons, her hotels, her stores and her restaurants have lost a lot of business; but the loss is not without its compensations. If San Francisco do not have the men who will spend money, it will not have the men who steal money; and if it cannot entertain the "sports" it will not have to entertain the "crooks." San Francisco is the loser and Reno the gainer, so far as the fight itself goes; but "Frisco" is the gainer and Reno the loser so far as the camp followers are concerned.

Only those who make a study of the tramp movements have any idea of what the flight to the fight means. New York sociologists and detectives declare that not less than 100,000 undesirable citizens and possibly as many as 300,000 will "beat their way" to Reno during the next few days. Every crook in quest of "easy money" and every tramp in search of excitement is making his way across the continent, until already there are hobo camps in every railroad town and a steady line of tramps on the tie-route. In Baltimore alone 500 men were picked up the other night, bound for the West, and in some of the Lake towns, the police are absolutely powerless to cope with the vagrants and sneak-thieves who are westward bound.

If the police estimates be correct, Reno will probably have a vagrant population of not less than 50,000 during the week of the fight, to say nothing of the sporting men who will be there on a somewhat more reputable mission. The result is awful to contemplate, at least for any other State than Nevada. Thieves will be everywhere, cutthroats will hang around every corner, pickpockets by the score will be found in every crowd, and happy will be the man who carries his money in his shoe, provided he do not fall asleep.

The East may expect a period of comparative freedom from crime until the criminals come home again, but it is a great pity they should ever have to come back. If some good men would begin a movement to corral the crowd at Reno, except those who could give an account of themselves, they would be the real benefactors of the race, especially if they would deport the whole company to—the Philippines, say.

## MORGAN.

Before sailing from New York on Wednesday, Thomas F. Morgan talked with unusual freedom about himself and his plans, and about Mr. Morgan and how the country will get along without him when his race is run. Mr. Morgan denied that he is a candidate for United States Senator, and said that he hoped Senator Daniel "will be spared for many years to serve his State and the country." As to who is to be the successor of Mr. Morgan, he said: "In my opinion there will be none. There has been only one Morgan, and there cannot be a second."

That was a nice thing for Mr. Morgan to say and it is true. Rockefeller has more money than Morgan, Carnegie has as much, probably, and other men have piled up their millions; but Morgan is the one rich man in this country in whose wisdom, integrity and patriotism the country has confidence. People are beginning to find him out and to trust in him.

## A LESSON FROM FREDERICKSBURG.

The land assessor of Fredericksburg has completed his work and has filed his report with the clerk of the Corporation Court. The assessed value of real estate in Fredericksburg, as shown by the land books, is \$2,408,372, an increase of \$98,464 over the assessment of 1905. Real estate owned by white persons shows an increase in value of 41 per cent, while the real estate charged against negroes shows an increase of 33 per cent, in value for the same period.

This is the first report of the new land assessment which we have seen printed, and it should be a model for land assessors all over the State. It sets a high standard of public honesty and it shows an enviable regard for the spirit and the letter of the law. The assessments may not be at a "fair market value," but they are honestly increased in proportion to the development of the town, and they are in striking contrast to the assessments now being made in some counties.

The Fredericksburg papers point out, very properly, that the increase in the assessed value of the real estate in the town does not necessarily mean an increase in city taxes. The new assessment will yield \$9,778.50 the year more than the old assessment, and this sum may very easily be applied to a reduction of the local levy, or, if the people so desire, it may be used for municipal improvements.

It seems almost impossible to make this plain to the people, but the fact remains, compliance with the letter of the law and the assessment of property as required by law would at most increase taxes only for a single year. As soon as the Assembly meets, if it found the taxes yielded more revenue than the State required, taxes could and certainly would be lowered. The present low assessments, on the

other hand, actually work for higher taxes in the end, since new taxes must be levied where the old taxes do not yield sufficient revenue, and these new taxes invariably are levied where they can always be collected.

The whole State will be glad to hear how Fredericksburg made the new assessment. As we recall the facts, when the time came for Judge Goirlick to appoint the new assessors, the Fredericksburg papers unanimously urged the appointment of good men. After Judge Goirlick had made his appointment, the papers approved his selections and very frankly told the people of Fredericksburg that the new assessor and his assistants must enforce the law. They pointed out the wisdom of a just assessment, they urged general co-operation in making a fair return, and they kept at it until they convinced the good people of Fredericksburg that their honor depended on the maintenance of the law. This was all. The assessor had little difficulty in discharging his duties; the people approved his assessments and the whole town has been benefited.

We commend the example of the Fredericksburg press and the Fredericksburg people to the press and people of the whole State. If it is followed everywhere, one of the greatest disgraces of the Commonwealth will be wiped out, and a new era of integrity will begin.

## THE MILEAGE BOOK, AGAIN.

We made a mistake last week in one of the things we said about the Coast Line mileage book, and we hasten to make the correction. In punching the ticket, the selling agent did not punch the "slim" place in the "size" section; but the "medium" place. With this correction the rest of the description of the holder of the book stands. He is still 5 feet 11 inches in height and he was punched as "short"; his eyes are a beautiful steel grey, but they were punched as "dark," and there appears to have been some doubt in the mind of the seller as to whether he was a man or a woman (this was not remarkable, probably, as he has very lady-like ways), and so the puncher punched him as being a "white female."

These several points are trifling if it were not made the bounden duty of any conductor or agent of the railroad to identify the holder of this book by the description punched in the margin, and we submit that nearly a six-footer could not be identified by anybody as "short," and that no conductor with fair eyesight would call grey "lamps" "dark." It seems so utterly like the Atlantic Coast Line, one of the greatest railroad systems in the South, to place any unnecessary conditions on its business. To "penalize its traffic and commerce" in this way, as the Atlanta Constitution would doubtless express it, we submit is a very unbusiness-like thing for a great business enterprise to do.

We have received a letter from a very fine man in this town asking that we talk about the mileage book at least once a week until the railroads issuing this book "either withdraw it altogether, or remove the foolish and absurd restrictions which they have placed around it, to the annoyance of the passengers, with the result that, instead of making friends, it makes enemies for the railroads." Surely, they have enough enemies now not to invite others.

Our correspondent is not a damage suit lawyer, or an ambulance chaser, or a cheap politician trying to "whoop up the boys"; but an officer in one of the largest manufacturing concerns in the South, which pays more than \$2,000,000 a year to the railroads for hauling its freights, and for this reason, if for no other, it would seem that his protest should not be pigeon-holed or referred to the Waste-Basket Committee. In his opinion, "the railroads are managed with less sense and judgment for such a tremendous enterprise than any other business I know of."

That is a rather sweeping statement, and we do not think that it can be sustained in fair argument; but it is the expression of a feeling that many good and law-abiding citizens hold, and it ought to be considered by the railroads on its merits, lest it be considered by other unfriendly interests of its merits. "There is no reason," says our correspondent, "why the mileage book should not be sold and the coupons for the mileage pass at par with the various railroads, just the same as any portion of a coupon ticket issued by one road and good over another. It does not make any difference, anyhow, whether Bill Smith or Tom Jones rides on the ticket, and why there should be such foolish restrictions about it, no one knows." That appears to be a wholly reasonable view of a question that presents itself to thousands of travellers every day, and every time one of these is annoyed he swears in his heart, and doubtless to his hurt, that he "will do something to 'em, if I ever get a chance." That is not a healthy sentiment for any undertaking dependent upon public favor to cultivate. Our correspondent then gets down to some of the practical objections to the present mileage book system, as follows:

"Why the railroads cannot sell a mileage book ticket like the Pennsylvania Railroad is doing, no one understands, and I am sure the railroads could not give a reasonable explanation. Did you ever try one of the interchangeable mileage books in New York City, to be used between Washington and Richmond? Try it once, and you will find how much trouble the railroads put you to. The Pennsylvania Railroad will not recognize the book in order for you to lift your

Pullman reservation. The reason they do not recognize the mileage book is because of the fool order the railroads have issued in connection with the mileage, forcing passengers, after they buy the book, to go to the ticket office and have it drawn and the ticket given in place of the mileage strip. So that when you go to the Pennsylvania office they refuse to recognize the book, and force you to go around on Broadway to either the Seaboard Air Line or Atlantic Coast Line offices, draw the mileage to be used between Washington and Richmond—or any point South of Washington. The Richmond, Fredericksburg and Potomac being a small road, has no office in New York, although it honors the interchangeable mileage, and the Coast Line and Seaboard do it as a matter of accommodation, so they say; and the men in charge are very surly and unaccommodating about it.

"Another foolish restriction is that they issue the ticket on the mileage, and the ticket is only good, they claim, on the day it is stamped and issued, so if you go to the office and give up your mileage to get your ticket, you must use the ticket that day or it is lost. Then they have a limitation as to the life of the mileage. The railroads have received the money, and they ought to redeem the mileage, if not used.

"Lots of friction has been made between passengers and the railroads on account of the orders that have been issued, making the mileage book, instead of an accommodation, a pesky sort of thing, and it ought to be put up to the railroads to either harden them either to withdraw the sale of the mileage book or else take away all of the absurd restrictions they have placed about it."

## INTERNATIONAL DETECTIVE WORK.

The arrest of Porter Charlton in Hoboken yesterday was a triumph for international detective work. When the self-confessed murderer disappeared, the Italian police, with their customary thoroughness, began a world-wide investigation. Failing to find any trace of the man's body in Lake Como, and convinced that the man suspected of murdering both Charlton and his wife was not guilty, the police redoubled their efforts. German officers helped, and the famous detectives of Scotland Yard learned that a man answering to the description of Charlton had taken passage for America. It was the work of a few minutes to notify the New York police, and when the Princess Irene discharged her passengers at Hoboken detectives were on the pier, ready to arrest the guilty man. Italian police decided he had done the murder, German officers followed him; English sleuths found his tracks; American

detectives arrested him. It is all very remarkable and very gratifying, especially at a time when law-abiding people have been afraid our police were not up to the standards set by other nations. We read that there were five convictions in Germany to one in America; that Italian policemen get confessions from six men where we fail to arrest one, and when Leon Ling disappeared from the face of the earth, after the unspeakably brutal murder of Elsie Sigel, many of us were inclined to declare our police hopeless. Now that they have captured in so spectacular a manner a man guilty of a horrible murder, the public mind will be somewhat relieved—forgetting, of course, that Charlton is but one man.

The international co-operation in the arrest is still more gratifying. Fifty years ago there was no such thing. The man who got away from his own country was generally safe and free from danger abroad. Even more recently there have been a few crime-spots like Honduras, where no efforts of our Government could compel the extradition of a criminal. At present, however, there is not a country on the face of the globe where the long arm of the law does not reach, and there is not a nation which will not lend its aid in arresting those who are the enemies of all good men.

The Macon Telegraph, after much inward searching, has reached the conclusion that "the wide popularity of fried chicken in the South is perhaps largely due to the fact that it is a dish quickly and easily prepared and on which the reach of all, even of the poorest and of those whose limited knowledge of the culinary art begins and ends with the frying pan." The Telegraph, we are glad to note, does not think that fried chicken is the best thing that was ever cooked, and holds to the opinion that "the notion that nothing can be superior to or even the equal of this dish, like many another notion, is the result of narrowly confined experience." That is true. It is a matter of environment, of education, of devotion to out-worn traditions. The main objection to fried chicken, however, is to the chicken. Almost any other bird would taste as much like chicken as the feathered things which often masquerade under that name.

The Charlotte Observer would like to repudiate Speaker Cannon as the greatest living North Carolinian, and proposes to "pay him to our order on demand." We would not think of taking him at any price, because "Carolina, Carolina, Heaven's blessings attend her." Joseph Pulitzer, the builder of the New York World, has returned to the United States after a long visit to the other side. "The boys" have been making a mighty fine paper since he left the country. It might have been worse and more of it. Just think if it had lasted a week instead of part of a day! It is sure to keep up right along for weeks and months, however, even as the Thaw trial had the Jeffries-Johnson fight. There is no such thing as wearing it out.



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## Daily Queries and Answers

Address all communications for this column to Query Editor, Times-Dispatch. No mathematical problems will be solved, no coins or stamps valued and no dealers' names will be given.

### Company F, Fourth Virginia.

W. R. Hall, of Company F, Fourth Virginia Cavalry, sends us the following list of the captains of that command requested in this column some days ago, all of this number, except Captain Trevillian, being dead. Captain Trevillian lives in Williamsburg. First Captain, Julian Harrison; Second Captain, George Harrison; Third Captain, A. M. Hobson; Fourth Captain, C. B. Trevillian.

### A. C. L. and C. & O.

Please give me the length of the Atlantic Coast Line and the Chesapeake and Ohio Railroads. TRAVELER. The total mileage of the Atlantic Coast Line is 417½, and the C. & O., 1,908.

### The Government Forests.

I see so much talk about the government forests that I would like to know the extent of the national forests at this time. CITIZEN. The area included in the forest reservations is about 194,500,000 acres.

### Immigrants Since 1900.

Please tell me in what year we have had the most immigrants since 1900. Please give me the number coming in since that year. DAILY READER. 1907 was the record year, with 1,285,349 immigrants.

### Federal Pension Due.

Please inform me how to address a letter regarding a Federal pension due me. ANXIOUS. Address United States District Pension Agency, Washington, D. C.

### Day of Birth.

I was born on June 21, 1888; please tell me what day of the week it was? A SUBSCRIBER. Thursday.

### Debt of North Carolina.

What is the debt of North Carolina? At last report North Carolina's State debt was \$7,200,500.

### African Gold.

What was the gold production of Africa in 1909, as compared with the total production of the world? X. Y. Z. African gold was worth \$166,520,500, while the total output of the world was \$441,532,200.

### "In, But Not Of."

I read in your paper that Richmond was not considered within any county. Am I right? If so, where is it? Richmond is located in Henrico and Chesterfield counties, but is not a part of either county.

## PREMIER OF AUSTRIA IN EMPEROR'S FAVOR

### BY LA MARQUISE DE FONTENAY.

COUNT KHUEN-HEDEVARY, the master of the game of international politics, who, by winning in the recent general election such a large majority for the government and for the crown, has entirely swamped the various factions favoring complete separation, not merely from Austria, but in some cases even from the house of Hapsburg—factions that have rendered parliamentary government at least a perfect farce for the last ten or fifteen years—enjoys in a very exceptional degree the confidence and affection of the aged Emperor, and will now be able to carry through his cherished project of the introduction of universal suffrage in his Magyar Kingdom.

The premier, who has often been charged by his opponents in Hungary with being a Croatian and by Croats with being a Hungarian, is neither the one nor the other. He is by birth an Austrian, born in Styria, of a Tyrolean family. He was, however, educated on one of his father's estates in Slavonia, and studied afterwards at the universities of Agrin, in Croatia, and of Budapest. When about nineteen years of age Count Karl Khuen (the name which he bore then) was betrothed to an old Hungarian relative named Count Hedevar, of Hedevar, near Raab, in Hungary. Upon arrival at his destination, at the railway station, finding his host's rooms engaged in holding the heads of the very unruly horses of the drag on which Count Hedevar had driven to meet him, he shouldered his heavy trunk and, carrying it to the coach, this greatly pleased his host, who took a fancy to his young kinsman, and, on dying a year or so afterwards, left him all his property and estates, on the condition that he should assume his name, in conjunction with his own. This is how Count Karl Khuen became Count Khuenedevary.

On succeeding to the estates, the count found them heavily mortgaged. He began by contracting a large loan, with which he developed them to such an extent that he soon paid off the mortgages, refunded the loan, and rendered the property exceedingly profitable. He is prouder of this achievement than of his own fortune, that he had done, either as ban or governor-general of Croatia, or as premier of Hungary.

Although a most agreeable man in society, with most charming manners, he is a man of very strong character, and, when once dislodged of advice, an autocrat from head to foot, and just as overbearing in his dealings with political groups of men as he is winning in his intercourse with them individually.

The count is sixty years of age, has the Order of the Golden Fleece and all other distinctions which it is in the power of the Emperor to bestow upon him, and though a Roman Catholic, with all the prejudices of the same faith, is married to the Lutheran Countess Margaret Teleki, probably the only one of the Dames du Palais of the late Empress Elizabeth who did not wear the Order of the Star Cross, which is restricted to Roman Catholics. The count's first marriage was the first time on the roster of the Tyrolean nobles in 1801, and received the title of count in 1830.

The widowed Countess Keller, whose engagement to Hans von Florent, of the German Diplomatic service, has just been announced, is the widow of that General Count Keller who, renowned as Russia's most dashing cavalry general in one of the battles of the war in Manchuria, struck by no less than forty bullets, was killed in 1890. The countess, Schakowsky, member, therefore, of a family which is, like the sovereign house of Romanoff, descended from Rurik, founder of the latter, she is a very fascinating woman and still beautiful, in spite of the fact that she has a grown-up son. She is possessed of a very large fortune in her own right.

Her former husband, General Count Keller, was a brother of that Countess Kleimichel, who is the recognized leader of the great world in the Russian capital, and not to be on whose visiting list means that one does not form part of society in the Czar's capital. We were greatly liked and trusted, both by the late and by the present

Emperor. Although a thorough man of the world, he had no toleration for those moral shortcomings which were especially at St. Petersburg, is disposed too often to regard with a lenient eye. Thus, while the count, contrary to the tradition of the Chevalier Guards, he was called upon to deal with a scandal connected with some of the officers under his orders, and in which one of the dignitaries of the court, a man bearing a name as famous in history as in literature, was by reason of his power and wealth the person chiefly at fault. Count Keller was so indignant that he took the case to the public example should be made of the personage in question, and that he should not only be dismissed, but likewise punished. Alexander III, in spite of his rectitude and horror of everything that was unpunctured, thought it best to hush up this scandal, whereupon Keller at once tendered his resignation, which was accepted, and he was placed on the retired list. Alexander, instead of his service, was promoted to the rank of major-general on the retired list, and repeatedly nominated him as a member of imperial commissions, who, by his services were recognized by public acknowledgment of his sovereign's thanks and by orders and decorations.

Before Nicholas had been very long on the throne, Keller was restored to active service as general in command of the Imperial Military Academy at St. Petersburg and a year later was appointed Governor of Katerinofslaw, where he held his office with great success. As soon as Kuropatkin was appointed to the supreme command of the forces of the Russian army, and upon his old comrade and fellow-member of the staff of General Skobeleff to join him, offering him the command of the Cavalry, he came into immediately accepted. In the battle in which he was killed his nineteen-year-old son, who had accompanied him to the front, was wounded dangerously, though not mortally.

Hans von Florent, who has won the hand of the countess's widow, is a man in the neighborhood of fifty, has been stationed in turn at St. Petersburg, at Rome and in Paris, and was for some time the right hand man and chief of cabinet of Prince Buelow in all matters relating to foreign affairs.

In reply to the inquiry of a reader, who writes to the effect concerning the identity of the Duc de Caylus, of Paris, whose daughter is about to marry the Comte Jean de Brancovan, it is in would say that his dukedom is not a French one, but pertains to Spain. The last French Duke of Caylus died in Paris six years ago, without leaving any children. He was one of the very few French nobles to possess a grandeeza of Spain, which came into his family, namely, that of Ligneres, through marriage, in the middle of the eighteenth century, along with the Spanish dukedom of Caylus, Spanish nobiliary honors being hereditary through the male line. This Spanish dukedom of Caylus thus acquired was transformed into a French dukedom by King Louis XVI, shortly before the great Revolution, and was confirmed by Louis XVIII, after the Restoration in favor of the late duke's father, in 1817.

On the late duke's demise, his French dukedom, as well as his French titles of Marquis and Count de Ligneres, became extinct. His Spanish honors, however, that is to say, the grandeeza and the Spanish title of Duke de Caylus, went, by virtue of a special patent granted by the Queen Regent of Spain in 1830, to his nephew, Count Arthur de Rouze, whose grandniece, Marie de Ligneres-de Caylus, married to the Count de Rouze, was the only sister of the late duke. The present Comtesse de Rouze and Spanish Duchess de Caylus is by birth a member of the well-known French house of Rohan-Chabot, while her future son-in-law's mother, namely, the Comtesse de Nottmann was formerly their marriage. A Princess de Bauffremont. (Copyright, 1910, by the Brentwood Company.)

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